









of a treaty concluded in 1867 at the moment when France announced her protectorate over the island, British subjects had only to pay an import duty of 10 per cent. "Do you know what duty, notwithstanding this clause, these products are made to pay to-day? They are made to pay, duties varying from 56 to 79% all British goods, being thus excluded from the island while at the same time our ships are forbidden to engage in the coast trade."

These are the motives which urge English merchants to do all in their power to oppose any new acquisition by France abroad. Any territory occupied by France becomes, in effect, by the sole fact of that occupation, a territory closed to the trade of the world, and any progress realised by French expansion is immediately followed by a restriction of the commercial rights of other countries.

Do not look for and do not seek for any other cause. "Rivalry, does not exist. At Shanghai, for instance, English and French have worked side by side in perfect harmony. Never a dispute, never a disagreement even. The subjects of the two countries take their seats according to the chances of election—and to their mutual advantage and benefit—in turn in the French Municipal Council or the Anglo-American Municipal Council.

It is, in reality, only the question of commercial policy which divides to-day the two countries; it is not to be doubted that with a little time and a little patience we shall make an end of this difficulty, as we have made an end of others.—N. C. Daily News.

## THE WRECK OF THE "MORGAN CITY."

PARTICULARS OF THE CATASTROPHE.

ON MONDAY, midnight, September 4th. The United States transport *Morgan City* has been wrecked on the shores of the Inland Sea at a spot some ten miles distant from the town of Onomichi which is equidistant between the well known Japanese ports Yokohama and Nagasaki. A disaster which might have been a dramatic tragedy of the war, the loss of the ship, owing to favourable circumstances, has been attended with any serious loss of life or scene of panic such as oftentimes accompanies the sinking of a great ocean vessel crowded, as was the *Morgan City*, literally to the coamings of the hatches with human beings. The manner in which the disaster has been saved from leaving the slightest stigma on the name of American soldiers looking down in the face is quite level with the reputation they have achieved and retained throughout their nation's present war troubles.

The *Morgan City* left San Francisco on 10th August, carrying 900 officers and men of the United States regular Army with 62 of a crew. The regiment represented in this large augmentation of the Army in the Philippines are the 3rd, 4th, 14th, 18th, 21st, 23rd, 25th 4th Cavalry, and one Company of the Signal Corps. Major Wittich is in command of the troops. First-Lieutenant Casler is the managing commander of the ship and Capt. Dorris is in full command. Arrived at Kobe on Friday evening, direct from San Francisco, the *Morgan City* lay an hour there before proceeding on her voyage. Her course was through the Inland Sea to reach Nagasaki where she was due to ship coal and water. A pilot was taken from Kobe and it is stated in explanation of what befell the vessel that he (the pilot) had been on duty without sleep for 36 hours on end previous to taking charge of the *Morgan City*.

The night between Friday and Saturday proved dull, foggy and rainy as midnight passed. The difficulties in the navigation of the Inland Sea were, however, safely passed for some hundred or so miles of the way. The ship striking occurred at about 3.40 a. Saturday morning, when, as stated, the transport was within 8 or 10 miles of being abreast of Onomichi. The signal of her danger was conveyed to the guard on duty by the sounding of the "Slow" and "Full Speed Astern" gongs. As it afterwards appeared the ship was discovered to be working for the point of an island, on striking which, according to the calculation of the pilot, so it is stated, she would have ripped open her side and sunk at once in deep water with what result to the vast ship's company can easily be imagined. It was seen that it was impossible to clear the island, the helm was put up as hard a port and as speedily as it might. The effect of porting the helm, it was seen, would be the ripping open of the vessel's side as described. The course decided on to save this catastrophe was that of keeping the ship's head straight on to the land with the order previously given of course for full speed astern. The transport took the land with a heavy jar which awoke everybody on board and indicated that her speed must have been but about half reduced from the time the order for full speed astern was given. The growing darkness brought the troops on deck at once but from all accounts there was neither confusion nor even great alarm from the time the ship first struck to the time when the shipwrecked men bivouacked under shreds of her canvas on the beach. The officers were around, directing their men simply to obey orders, there being no immediate danger or call for excitement. These orders were taken in the spirit in which they were given and were generally observed. The land was easily seen from the ship's deck, the vessel being in fact in all appearance right on top of the rocks lying to the shore of the island.

An examination forward with the view of determining the state of the vessel was the first step. It was found that she was not making water and it was decided to attempt to get her back to deep water again. The engines were set full speed astern and to aid this movement the troops were shifted from port to starboard and starboard to port alternately several times, so that the swing thus induced in the hull of the ship might assist in working her off her position on the rocks. This was finally accomplished in about an hour's time and the big transport with her great human freight came smoothly into deep water again. The case proved the worse for the shift however. It was specially discovered that the now-made water forward at a great rate, the shifting of the hull from its previous elevation, having apparently left open a rip in her plates. So quickly was she now filling to fact that in only a short time, nine feet of water was reported forward. It was evident to the officers that the vessel must go down at very short notice and the decision was taken to head her straight for the sandy beach on the starboard side—several miles across the intervening channel. All the way to this beach the ship was swinging down lower into the water. She lowered so quickly indeed that she was soon flooded forward, and in a short time her stoke hold and engine room were flooded, the fires being therefore drowned out. At the same time the water got among the bunker coals on one side, the result, being that the vessel was just on her last inches above water as she reached the sand. Still during this time there was no undue commotion or confusion, the previous good order and discipline prevailing to the end. The vessel got upon the sand and left sufficient freeboard to ensure present safety for those on board. Meantime while every man was being made towards the shore, the boat's crew got out signals of distress above, and a crowd of Japanese boats brought along. By the time the transport was on the beach a second time it was daylight, and

the landing of the men, which was at once commenced, was got into operation under the most favourable conditions. The crowds of native boats which had come along to offer assistance were utilised along with the ship's own boats. The whole ship's company, numbering close on a thousand in all, were on shore in a few hours. In the next few hours the ship went heavily to one side. This however did not prevent the removal of a large quantity of stores, detachments of the men being detailed off to bring these ashore. It was in connection with this salvage work that the only casualty which has occurred in the loss of the ship took place. Towards three in the afternoon when a number of the men were in the two decks and elsewhere throughout the vessel she suddenly began to slip into deep water. The men had barely time to save themselves before the hull was completely submerged. As she then lay the transport showed above water only a small part of her bow, the upper section of the masts and of her funnel. This ended the matter so far as the ship was concerned. The men on shore were receiving the best of treatment from the Japanese, and as they were able to utilise the ship's canvas for shelter and the ship's stores, so far as saved, for food they made out on the whole very well. It remains to mention that the *Yoshino* Kan, flagship of the Japanese Squadron, offered any assistance desired in the way of medical aid, while the petty officers of the ship made up a present of tobacco for each of the petty officers and soldiers of the troops on board the *Morgan City*. Regarding the supposed casualty the facts are that on the roll being called when matters were in some sort arranged on shore it was found that one man was missing. It is supposed that he had gone down with the ship when she finally sank.

In addition to the other manifestations of interest and sympathy it ought to be mentioned that the Japanese Red Cross Society sent along a supply of eggs sufficient to put three round to every man. Further supplies of tobacco were forthcoming and the police made such arrangements as prevented any interference or undue crowding by the people who came to the scene in great crowds.

Capt. Dorris yesterday proceeded to Nagasaki and made arrangements for the despatch of another transport to the scene of the wreck and it is expected that the men will be on their voyage again in a day or two.—Kobe Herald Cor.

## THE "ARGYLL."

The work of digging the *Argyll* out is proceeding, says the *Kobe Chronicle* of 5th inst. Mr. Ishikawa, an Assistant Mayor of Kobe, visited the Osaka Harbour Works Office yesterday with the object of borrowing a dredger to be used in re-floating the *Argyll*.

## THE TYPHOON IN JAPAN.

THE STORM'S RAVAGES.

Further particulars regarding the ravages caused by the recent storm are given in telegrams to the Home Department. The messages bear date 1st inst.—Kochi Ken.—Further enquiries show that the damages and fatalities caused by the storm in this Ken are more serious than were supposed. Latest returns show that one thousand seven hundred and thirteen houses and one thousand and seven hundred other buildings were completely demolished. Eight hundred and eleven houses and six hundred and thirty-two other buildings were partially demolished. Nine persons were killed and fifty-seven wounded. Eight cattle were killed and one hundred and eleven junks and boats were wrecked.

Yehime Ken.—A letter from the Besshi Copper Mines is to hand. Five hundred and seventy deaths have been reported up to the present. Forty-nine persons were wounded. Three hundred and sixteen persons were killed and seven were wounded in Nii Gun and forty-nine persons were killed and eight wounded in Uta Gun. Sugo Gun reports four deaths.

Okayama Ken.—One hundred and five persons were killed, four hundred and sixty-seven were wounded. Thirty-one cattle were killed or wounded. Three thousand seven hundred and eleven houses and two thousand four hundred and fifty-six barns, etc., were completely demolished; and one thousand seven hundred and fifty-eight houses and one thousand and thirty-five barns were partially destroyed. Seven hundred and one junks and boats were washed away or wrecked.

Tokushima Ken.—The last despatch eleven deaths and twenty-seven cases of persons being wounded have been reported, while twenty-five dead bodies have been washed ashore.—Kobe Herald.

## THE ORIENTAL SCHOOL AT VLADIVOSTOK.

TOKYO, August 29th. According to a translation by the *Tokyo Asahi* from a Russian paper, the Russian Government intends opening a school at Vladivostok for the study of the Chinese, Korean and Japanese languages, besides a special course in the geography of Japan and Korea. Theology, anthropology, political economy, international law, the art of book-keeping, appraising, history of the Far East, etc., etc., are included in the curriculum. French and English are also to be taught, but they will be optional. The school is to be provided with dormitories, where the students studying at the Government's expense will be lodged. In the summer the students are to be despatched to the various countries of the Far East to investigate their condition, with a view to acquiring a mastery of outstanding questions. Military officers are also to study in the school. The graduates will be given all the privileges enjoyed by other Government schools in Russia proper. The sum of 80,000 roubles has been appropriated for building purposes, and 10,000 roubles for school apparatus this year. Next year the latter will be increased by 5,000 roubles. The yearly expenses for the maintenance of the school are estimated at 35,000 roubles for this year, 73,000 roubles for next year, and 94,100 roubles for the year after next. From 1902 onward the yearly outlay is fixed at 95,000 roubles.—K. Chron. Cor.

## UNÆSTHETIC KOREA.

In the course of his report II. B. M.'s Consul at Seoul says:—The traveller who comes to Seoul from Japan or China is surprised to find that, with the exception of brass bowls, rough iron pipes, brass-mounted chests, and a few lowly articles, more clumsy than artistic, there is nothing whatever in the shops which he cares to take away with him as a memento of his visit, and what is true of Seoul is still more so of other towns throughout the peninsula. There can be few countries anywhere which do not offer more attractions in this respect than Korea. The scenery is almost everywhere strikingly beautiful, but apart from this, there is an absence of almost everything which makes a country interesting to the traveller. It is the habit to attribute this uniform dreariness and desolation to the Japanese invasion of three centuries ago; but there must be something lacking in the character of a people who have failed during such a long interval to bring any advancement in arts or manufactures.

## SAD DEATH OF A CONSUL-GENERAL.

THROWN FROM HIS HORSE AND KILLED ON THE SPOT.

SINGAPORE, September 4th. We deeply regret to have to announce the death this morning from a deplorable riding accident of Dr. J. A. de Vicq, Consul-General for the Netherlands at Singapore.

Dr. de Vicq, who lives at Cree Hall, at Tanglin, went out for a ride this morning with his friend and neighbour, Mr. Hoynck van Papendrecht, both residing in Dalvey-road. They seem to have gone through the Gardens and turned into Tyersall-road. The horse Dr. de Vicq was riding was one which he was trying with a view to purchase and was rather fresh. Before going along Tyersall-road some words passed between the riders, jokingly, as to "racing," as they were riding the wrong way of the road. They turned in the road, and Dr. de Vicq went on at a smart canter, possibly forgetting the hill that is there. At any rate Mr. Hoynck lost sight of him, but followed down Cluny-road. At the junction with Bukit Timah-road he found the Doctor lying on the side of the road, insensible with H.E. Major-General Dickson, who was out riding and had come down Cluny-road, standing near. From the marks close to the bridge in Cluny-road it would seem that an attempt had been made to pull up the horse, but the corner being a tight angle the pace was perhaps too great. At all events the unfortunate gentleman was thrown off, and fell on his head, probably being killed instantaneously.

Mr. D. Brandt, who also came down Cluny-road on a bicycle, immediately went off to find a doctor and bring a carriage to convey Dr. de Vicq home. He never recovered consciousness, and when Dr. Fowle saw him he was quite dead, the cause of death being severe concussion.

Dr. de Vicq, who was a Knight of Orange-Nassau, and a Doctor of Philosophy, was but at years of age. He was originally in the diplomatic branch of the Foreign Office, as an attaché. He has acted as Consul at Jeddo, as Consul General at Melbourne, and as Consul General at Penang. On the retirement of Mr. George Lavino from the Consulate General, Dr. de Vicq, who had previously acted for Mr. Lavino, was appointed to the post, which he has now held for over two years. He was married but had no children. Madame de Vicq is understood to be at Copenhagen, and wherever she and Dr. de Vicq are known there will be universal sympathy with her in her sad and sudden bereavement.

The news of this melancholy accident was communicated to Mr. J. P. Joannin, the acting Consul, about eight o'clock. He at once went to view the body, and gave the necessary permission for the funeral, which takes place this evening, the body leaving Cree Hall, the residence of the deceased, at 4.45 p.m. for the cemetery, where the cortege will arrive at half past five.—S. F. Press.

## THE PHANTOM SHIP.

The British sailing ship *Glossop*, Capt. Spicer, laden with Philippine sugar, which arrived recently at Philadelphia, tells a weird tale in its log:—Mid-ocean, 14th May.—Lowering gear, passed battered derelict wreck. Wreck gave chase; impossible to outstrip. Sailors morose and feared to look behind, many becoming almost insane. 21st May.—Wreck disappeared. Weather has lifted. Sailors knelt down and thanked God for their deliverance. The crew affirmed that they had merited the visitation for having thrown overboard four monkeys which had been given them by natives of Iloilo.

## LAYING THE DUST.

A HINT FOR THE D.P.W.

The Merchants' Association of San Francisco has been trying the experiment of sprinkling a street with sea water says *Appleton's Popular Science Monthly*, and finds that such water binds the dirt together from the paving stones, so that when it is dry no loose dust is formed to be raised by the wind; that sea water does not dry so quickly as fresh water, so that it has been claimed when salt water has been used that one load of it is equal to three loads of fresh water. The salt water which is deposited on the street absorbs moisture from the air during the night, whereby the street is thoroughly moistened in the early morning, and has the appearance of having been freshly sprinkled.

## THE NEW U. S. SECRETARY OF WAR.

The appointment of Elihu Root, of New York, to the war portfolio, made vacant by the resignation of General Alger, seems to be, with few exceptions, received with favour by newspaper writers of every political complexion. The following sketch of his career appears in the news columns of the *New York Sun*.

"Elihu Root was born on February 15th, 1845, in Clinton, Oneida Co., the son of Dr. Oren Root, until a few years ago professor emeritus of mathematics, mineralogy, and geology in Hamilton College. Dr. Root was a man of fine taste in literature and of solid and varied learning. He was succeeded in his professorship by his son, the Rev. Oren Root. Elihu Root was graduated from Hamilton in 1864, valedictorian of his class. Although distinguished in college by literary and scientific tastes, and profound in classics and abstract science, he early determined to study for the bar. He taught for a year after leaving college in the academy at Rome, not far from Clinton, and then came to New York. Here he studied law under John Norton Pomeroy. He took a course in law at the New York University, and was admitted to the bar in 1867. Since that time he has practised law continuously in New York.

"The first case of importance in which Mr. Root was retained was the suit of the People vs. Ingersoll, in which he successfully contended against Charles Ingersoll's theory that the State instead of the country was the proper party to sue for money alleged to have been taken from the country. He exhibited such readiness of resource and such a thorough knowledge of the technicalities of law that his abilities were never after allowed to lie fallow. In many of the important cases with which he has been employed. He conducted the defense of Stephen B. French, president of the Police Board, and obtained a legal triumph. He has been retained by many of the great corporations, and has been especially prominent in railroad and will cases.

"Mr. Root was a delegate for Judge of the Court of Common Pleas in 1879. In 1886, he was made chairman of the New York County Republican committee. For a number of years he was the executive member from the Twenty-first Assembly district. He is now president of the Union League Club. He was vice-president of the Bar Association for a number of years and vice-president of Grant Monument Association. He has been a Hamilton College trustee since 1883, and he has been president of the New England Society. He received the degree of LL.D. from Hamilton in 1894. He was one of the most prominent members of State constitutional convention, and was chair-

man of the Republican committee. He has been one of the most earnest of Republican campaigners. His name has been prominent in past years when the party was looking around for mayoralty and gubernatorial timber. He was prominently mentioned this year for United States Senator, and later for Ambassador to Great Britain."

The *New York Journal* (Dem.), one of the most bitter opponents of General Alger, says of Mr. Root:

"The only question with which we have to concern ourselves is whether he is a good man of his kind, and that he certainly is. He is no soldier, but he is so infinitely superior to Alger that we have a right to expect him to institute a revolution in the conduct of his department."

The President has done a good thing, and as long as he does good things *The Journal* is his friend. He has wiped off the slate and made a fresh start. He has a right to ask the country to reserve judgment until he makes some new mistakes.

The *New York Tribune*, which does not hesitate to criticize the Administration upon occasion, does not express an approval as unqualified as some other papers, but takes a hopeful view:

"The President has consulted his personal preference in selecting General Alger's successor, but it is understood to be the case, Mr. Elihu Root's private life and professional interests in New York have not deterred him from accepting the Secretaryship of War, there is no reason to doubt that his appointment will be kindly regarded by the country. Mr. Root is a successful lawyer whose practice has been large and diversified for many years; and he therefore fully satisfies the President's desire that the new member of the Cabinet should be qualified to handle the serious legal questions which, he thinks, the results of the war have developed upon the War Department. He has not had wide experience, we believe, as an executive in affairs of great magnitude and importance, but he is generally credited with a capacity for efficient work in any field to which he chooses to devote himself. In recent years especially, Mr. Root has given considerable attention in a professional way to the course and processes of legislation, and it is possible that the experience thus gained will be convenient to him in presenting the claims of the military establishment to the consideration of Senators and Representatives in Congress. Altogether the public will hope that he may show himself to be a man of skill and resource in the conspicuous place which he has been asked to fill."

The Philadelphia *Ledger* (Ind. Rep.) recommends Mr. Root's demonstrated intelligence, integrity, and independence as hopeful indications of better things in the War Department. The *New York Evening Post* (Ind.) considers him nearly an ideal man for the place. The *New York Times* (Ind. Dem.) says: "No man who knows Mr. Elihu Root's abilities and characteristics will have any misgivings as to his success in the post where his predecessor exhibited such a total want of it. It was the service of a trained and sagacious mind, a cool and sure judgment, and a wise counselor, not at law but in politics and policies, we imagine, that Mr. Alger sought in Mr. Root. He will not be disappointed."

The *New York World* (Ind. Dem.), however, thinks Mr. Root no better than General Alger: "If the War Department is in need of a very able corporation lawyer, a defender and organizer of trusts, then the appointment of Mr. Root is admirable. If a man fit to direct war affairs is needed, then the selection is a bad one."

"Mr. Root is just as unfit for the place as Alger was, though his unfitness is different in kind. The man wanted at this critical juncture at the head of the War Department is a great administrator or a man familiar with military affairs and requirements, or better still, a man who combines both these qualifications."

"The appointment of Elihu Root is a conspicuously unwise one made for personal and political, not for military or administrative reasons."—*Literary Digest*.

## SHIPPING REPORTS.

Captain T. Fager, of the steamship *Savonia*, from Singapore, reports:—Fine weather.

Captain N. G. Major, of the steamship *Hongkong*, from Bangkok, reports:—Moderate winds and fine weather throughout the passage.

Captain A. E. Hodgkins, of the steamship *Hutchinson*, from Coast Ports, reports:—From Tamsui to Amoy experienced fresh N.E. wind and clear weather; Amoy to Hongkong light and variable winds, clear, sea smooth. Steamers in Swatow:—*Shashi*, *Phra Nang*, *Dagmar*, *Chi Kiang Pak*, and *Suezia*.

Captain R. Heintze, of the steamship *Preussen*, from Foochow, reports:—Left Shanghai on the 8th inst. at 1.15 a.m. and arrived in Foochow on the 9th at 10.20 p.m. Left Foochow the following day at 11.40 a.m. and arrived in Hongkong on the 11th at 6.50 p.m. Met with fine weather, light sea and moderate N.E. winds.

## NOTANDA.

CALENDAR.

SEPTEMBER.  
Meteorological observations on fifteen years' observations to 1898.  
Barometer ..... 29.824  
Thermometer ..... 80.4  
Humidity ..... 77  
Rainfall ..... 8.33

YESTERDAY.  
WEATHER REPORT.  
On date at On date at  
a.m. 4 p.m.  
Barometer ..... 29.97 29.89  
Thermometer ..... 75 81  
Humidity ..... 83  
Rainfall ..... 0.06

TO-DAY.  
Tuesday, 12th September, 1899.  
Chinese—8th of 8th moon of 25th year of Kwang-si.  
Sun—Rises ..... 5hr. 47min.  
Sets ..... 6hr. 5min.  
High water—Morning ..... 6hr. 10min.  
Afternoon ..... 2hr. 35min.  
Low water—Morning ..... 8hr. 13min.  
Afternoon ..... 5hr. 50min.

ANNIVERSARIES.  
1819—Marshal Blucher died.  
1854—Strike of Hongkong washermen.  
1887—The British barque *Billy Simpson* abandoned near the Pratas Shoal.  
1898—Fearful hurricane in the West Indies; 9,000 rendered homeless.

TO-MORROW.  
Wednesday, 13th September, 1899.  
Chinese—9th of 8th moon of 25th year of Kwang-si.  
Sun—Rises ..... 5hr. 47min.  
Sets ..... 6hr. 5min.  
Moon—First Quarter 5hr. 20 m.  
Moon—in Perigee 5hr. a.m.  
High water—Morning ..... 1hr. 12min.  
Afternoon ..... none  
Low water—Morning ..... 9hr. 50min.  
Afternoon ..... none  
No inferior high—nor low—water.

ANNIVERSARIES.  
1806—Charles James Fox died.  
1872—The Grand Duke Alexis of Russia visited Hongkong.  
1876—Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang.  
1882—Battle of Tel-el-Kebir.  
1898—Yu Mianze creates Schuren Riots.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
American (*Hongkong Maru*) 14th inst.  
English (*Coromandel*) 15th inst.  
German (*Sachsen*) 19th inst.  
American (*China*) 21st inst.

The P. M. S. S. Co.'s steamer *China* with mails &c. from San Francisco to the 25th ult. via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow morning.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba* ..... at Kowloon Dock.  
*Isla de Luzon* .....  
*Carlisle City* .....  
*H.M.S. Bonaventure* .....  
*Fujiko* .....  
*Kongnam* .....  
*D. Juan d'Austria* ..... Cosmopolitan  
*P. G. C. Kio* .....  
*Taiyuan* .....

## PASSED THE CANAL.

Outward—11th August—*Luoa*, *Savona*, 18th August—*Kawachi Maru*, *St. Gotthard*, and August—*Abercrombie*, *Acara*, *Affghanistan*, 25th August—*Glaucias*, *Siam*, *Janus*, *Orestes*, *Vladimir*, 29th August—*Andalusia*, *St. Mary*, *Sachsen*, *Odesa*, 1st September—*Benariga*, *Algoa*, *Pingo Maru*, *Omba*, *Tonkin*.

Homeward—1st Sept.—*Kanaka Maru*, *Yangtze*.

## SWATOW WEEKLY SHIPPING REPORT.

(9th September, 1899.)

Date.	Vessel.	Where from.	Agents.
Sept. 3	<i>Nanyang</i> .....	Hongkong	J. M. & Co.
" 4	<i>Hainan</i> .....	"	"
" 4	<i>Phraung</i> .....	Bangkok	B. & S.
" 4	<i>Dagmar</i> .....	Hankow	Woo Kee.
" 4	<i>Maidauru</i> .....	Hongkong	B. & Co.
" 5	<i>Fernosa</i> .....	Amoy	J. M. & Co.
" 5	<i>Sichau</i> .....	"	"
" 5	<i>Canton</i> .....	Chefoo & N.	J. M. & Co.
" 6	<i>Wingsang</i> .....	Shanghai	J. M. & Co.
" 6	<i>Phoing</i> .....	Newchwang	B. & S.
" 6	<i>Takung</i> .....	Wuhu	J. M. & Co.
" 6	<i>Tamsui</i> .....	Amoy	B. & Co.
" 6	<i>Choyang</i> .....	Hongkong	J. M. & Co.
" 7	<i>Hailong</i> .....	Amoy	Woo Kee.
" 7	<i>Bellerophon</i> .....	Hankow	B. & S.
" 7	<i>Haitan</i> .....	Hongkong	J. M. & Co.
" 7	<i>Glenalloch</i> .....	Amoy	B. & Co.
" 8	<i>Savona</i> .....	Hongkong	L. H. & Co.
" 9	<i>Fernosa</i> .....	"	J. M. & Co.
" 9	<i>Thales</i> .....	Amoy	"
" 9	<i>Wongkoi</i> .....	Hongkong	B. & S.

Date.	Vessel.	Destination.	Agents.
Sept. 3	<i>Savonia</i> .....	Shanghai & Chefoo	C.M.S.N.
" 3	<i>Fuching</i> .....	Amoy & Shai	"
" 4	<i>Tamsui</i> .....	Shanghai	B. & S.
" 4	<i>Maidauru</i> .....	Amoy	B. & Co.
" 4	<i>Hainan</i> .....	"	J. M. & Co.
" 4	<i>Phraung</i> .....	Hongkong	B. & S.
" 4	<i>Nanyang</i> .....	Amoy	J. M. & Co.
" 4	<i>Kiangnan</i> .....	Hongkong	Woo Kee.
" 5	<i>Hsinang</i> .....	Shanghai	J. M. & Co.
" 5	<i>Huanan</i> .....	"	B. & S.
" 5	<i>Araden A. Moji</i> .....	"	Woo Kee.
" 5	<i>Fernosa</i> .....	Hongkong	J. M. & Co.
" 6	<i>Wingsang</i> .....	H.K. & Canton	"
" 6	<i>Sichau</i> .....	Saigon	B. & Co.
" 6	<i>Tamsui</i> .....	Hongkong	"
" 7	<i>Choyang</i> .....	Shanghai	J. M. & Co.
" 7	<i>Hailong</i> .....	Hongkong	"
" 7	<i>Haitan</i> .....	Amoy	B. & S.
" 9	<i>Bellerophon</i> .....	H.K. & Shrang	B. & S.
" 9	<i>Glenalloch</i> .....	Spore & P.	L.V.S. Co.
" 9	<i>Takung</i> .....	Pochoing	J. M. & Co.
" 9	<i>Thales</i> .....	Hongkong	"
" 9	<i>Fernosa</i> .....	Amoy	"
" 10	<i>Canton</i> .....	Shanghai	"
" 10	<i>Paoting</i> .....	"	B. & S.

Date.	Vessel.	Where from.	Agents.
Sept. 4	<i>Dagmar</i> .....	Hankow	Woo Kee.
" 7	<i>Kiangpak</i> .....	"	"
" 8	<i>Savona</i> .....	Hongkong	L. H. & Co.
" 9	<i>Wongkoi</i> .....	"	B. & S.

## Shipping.

Arrivals.

Ship.	Destination.	Date.
Airlie .....	Sydney, &c.	Oct. 2nd
Alesia .....	Havre, &c.	Sept. 14th
America Maru .....	San Francisco, &c.	Nov. 14th
Argyll .....	New York, &c.	Oct. 2nd
Bayer .....	Straits, &c.	Nov. 8th</



## Intimations.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	Kobe and Yokohama	Friday, 15th Sept., at Noon.
*RIJUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe and Yokohama	Thursday, 21st Sept., at 4 P.M.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	Friday, 22nd Sept., at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	Saturday, 23rd Sept., at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEEHAI, CHEFOO, CHEMULPO and NAGASAKI	Thursday, 28th Sept., at Noon.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 29th Sept., at 4 P.M.
KAGOSHIMA MARU R. Nunome	Kobe and Yokohama	Friday, 29th Sept., at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	Friday, 6th October, at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 9th September, 1899.

A. S. MIHARA,

Manager.

Dr. KNORR'S  
ANTIPYRINE

patented

"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water.  
Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS.  
NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS.

UNTOUCHED BY HAND.

MELLIN'S  
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE NEW FRENCH REMEDY.

## THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Council.

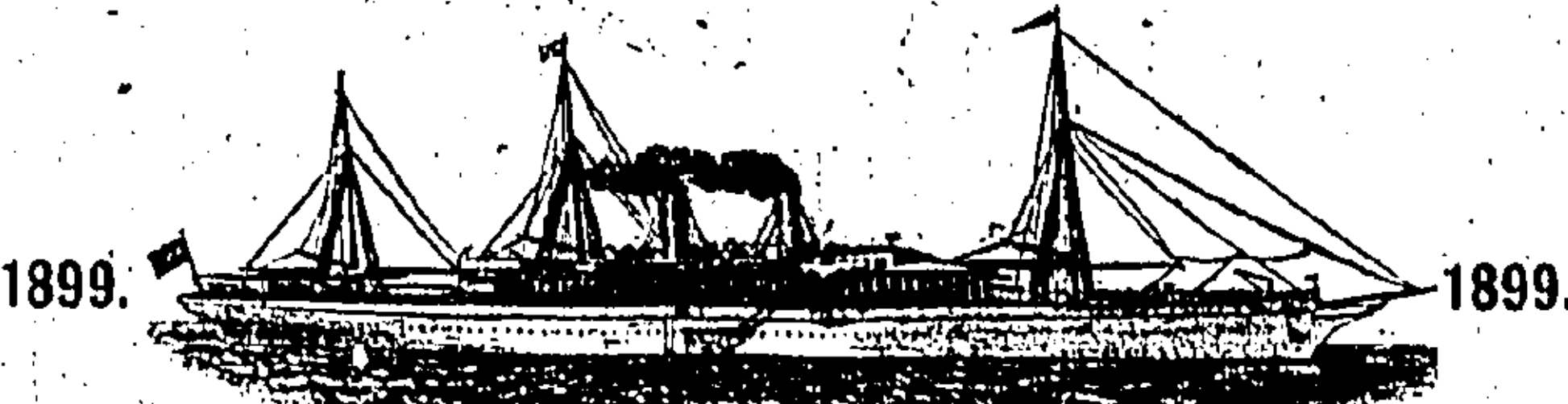
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

## KUH &amp; KOMOR,

JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG;  
35, WATER STREET, YOKOHAMA

and  
36, DIVISION STREET, KOBE.  
Hongkong, 15th March, 1898.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, P.O. Box 100, Hongkong.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 8th September, 1899. [1310]

## WEST RIVER SERVICE.

## THE New River Steamers

"SAMSHUI," "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAUREN &amp; CO'S WHARF at 5 P.M. on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONGMOON, KAMCHUCK, SANSUI, SHANTUNG and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares including Sleeping Berth.

HONGKONG to SAMSHUI ..... \$ 5

HONGKONG to WUCHOW ..... \$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899. [1088]

## SAILING VESSEL.

FOR NEW YORK

THE 3/4 A. I. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 28th July, 1899. [9748]

## Mails.

NORDEUTSCHER  
LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA  
LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	HAVRE and HAMBURG.	14th Sept.
Knuth	(LONDON with transhipment in HAMBURG)	September.
NURNBERG	HAVRE and HAMBURG.	About 27th
V. Binzer	(LONDON with transhipment in HAMBURG)	September.
*SAVOIA	HAVRE and HAMBURG.	About 11th
Jager	(LONDON with transhipment in HAMBURG)	October.
SUEVIA	HAVRE and HAMBURG.	About 19th
Förek	(LONDON with transhipment in HAMBURG)	October.
SERBIA	HAVRE and HAMBURG.	About 30th
Osternann	(LONDON with transhipment in HAMBURG)	October.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

[51] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlsruhe City ..... 3,002 about Sept. 20

Thyris ..... 3,406 about Oct. 15

Belgian King ..... 3,379 about Oct. 15

Carlsruhe City ..... 2,929 about Nov. 15

THE Steamship

"CARLSLE CITY,"

will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.  
Hongkong, 12th September, 1899. [7430]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st Nov., at Noon.

THE U.S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 12th August, 1899. [710]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Doria (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 10th October, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates, and particulars of the various Routes, may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 8th September, 1899. [710]



## BY THE MAIL.

(From Home Papers).

## Weeks Island.

A telegram received from Tokyo states that there is no truth in a report which has been circulated that the Japanese flag has been hoisted on Marcus or Weeks Island. The island in question is a low-lying reef to the north-east of the Mariana or Ladrone Islands recently acquired by Germany from Spain.

## San Domingo.

The movement in the United States in favour of the annexation of San Domingo is growing. The sooner the annexation takes place the better. The two disorderly Republics of Hayti and San Domingo are a disgrace to civilisation. They are steadily relapsing into barbarism and anarchy. Twenty-five years ago General Grant wished to acquire San Domingo, but was overruled. The experience of a generation has shown that his proposal was eminently wise and statesmanlike.

## Lobengula's Love Affair.

Despite the elaborate and repeated denials of the management of Savage South Africa that anything of the kind was intended, Lobengula and his fiancée, Miss Florence K. Jewell, made an attempt to get married recently at St. Matthias's Church, Warwick-road, Earl's-court. In the absence, however, of his vicar, the Rev. G. F. Lane, declined to proceed with the wedding. The parties then repaired to the residence of the bridegroom, where after a prolonged conference, Dr. Tristram gave the Rev. Mr. Lane the necessary sanction to marry the curiously-assorted pair.

## The Indian Frontier.

The Indian Viceroy's proposals for the protection of the Indian frontier have received the sanction of the Secretary of State. Lord Curzon's new policy, it is claimed, will restore to the regular army a large number of troops hitherto quartered at fortified posts in the tribal country, and will, it is hoped, result in an annual saving of many lakhs of rupees to the Exchequer. The enlistment of tribes in defence of their own country by enrolling them in local militia corps, under British officers, according to the requirements of the locality is proposed, while movable columns and camps, connected with the military bases in India by light railways, will support the positions where necessary.

## The German Manoeuvres.

The German army manoeuvres this year are to be held on an exceptionally big scale. They are to be carried out by three Army Corps—the 13th (Württemberg), 14th (Baden), and 15th (Alsace). These three corps will be separately reviewed by the Emperor on Sept. 4, 7, and 9 respectively. They then engage in combined manoeuvres—somewhere near Strassburg, the entire operating force comprising ninety-five battalions, ninety squadrons (including two independent cavalry divisions), and seventy batteries, or over 400 guns. It will be noticed that only half the garrison of Reichsland is to be mobilised for these manoeuvres, the 10th Corps (Lorraine) being required during their duration to maintain "die Wacht am Rhein."

## The Sirdar's Greeting.

The Sirdar's first words to Mr. Neufeld, at Omdurman, are very characteristic of the man and the race. "Well," said the Sirdar, "are you all right?" Not a very emotional form of address to the man who had for twelve years been the Khedive's prisoner. According to all the rules of the game, he played by some other nations, the two men ought to have fallen on each other's necks. However, the speech reported above was, for the Sirdar, quite long and friendly. He might have said, "Mr. Neufeld, I presume;" or "the Sirdar might have presented his compliments;" or, again, he might have said nothing. The actual speech was not gushing, we admit, but, at any rate, it was cool, cheery, and to the point—like the man from whom it proceeded.

## The Late Tsarevitch.

A letter from St. Petersburg on the late Tsarevitch George is published in the *Frankfurter Zeitung*. The writer, after praising his goodness and emphasising the respect and love with which he was regarded by the mixed population in the peaceful Caucasian Valley, concludes as follows:—"The Tsarevitch was married, then. He was, in fact, the happy father of a family. This is an open secret in Russia, but it is not much talked about. The Press here has, of course, to preserve silence on this point. While the Tsar had only three daughters born to him, his brother George was the father of sons. Irony of fate! Soon after the Tsarevitch was obliged, on account of his illness, to retire to Abbas Tuman, he made the acquaintance of the descendant of a Caucasian Royal house, who it is said, was a telegraph clerk. The Tsar Alexander III. had nothing to say against his son's morganatic marriage; but made the remark, 'One must not deny a dying man anything!'"

## Paris to New York by Land.

Mr. Harry de Windt, the well-known explorer, is going to make another attempt of journeying from Paris to New York by land next year. Mr. de Windt will leave Paris on Sept. 1, and travel to Moscow, whence he will proceed by the Trans-Siberian Railway to Irkutsk, via Omsk and Krasnoyarsk. From Irkutsk he will go to Yakutsk by sleigh, driven by horses, and from Yakutsk to East Cape, Behring Straits via Verkhansk, Strelka, Kolymsk, and Wankarem by dog sleighs. The traveller hopes to reach East Cape, Behring Straits, by the end of March, and has made arrangements with a San Francisco whaler to call for him at East Cape when the navigation opens, about the end of June, and to take him to Herschel Island, at the mouth of the Mackenzie River, in the Arctic Ocean. Mr. de Windt will then ascend the Mackenzie River in boats and travel, via Fort Goodhope, Fort Simpson, the Great Slave Lake, and Fort Chipewyan, to the Athabaska Landing, and thence via Winnipeg to New York, which he hopes to reach early in October, 1901.

## A French Fisherman Shot.

At midnight on 8th ult. the torpedo-boat *Leda* discovered a French trawler fishing in British waters off Dungeness, and signalled her to stop. The trawler made off under all sail, the *Leda* gave chase, and, after firing several blank shots without her bringing to, the commander directed that ball cartridges should be fired so as to damage her rigging. She was then boarded, when it was found that one of her crew, who had been steering, had been shot in the head and killed. The trawler was towed into Folkestone, and an inquest was held on the body of the fisherman. The captain of the trawler stated in evidence that they did not understand the signals of the gunboat, and that when the shot was fired which killed the steersman the vessels were only about two yards apart; but the commander of the *Leda* and several other witnesses stated that the trawler made no persistent endeavours to escape, and kept continually tacking across the bows of the gunboat, and that the chase lasted about an hour and a quarter before even blank cartridges were fired. When the ball cartridges were fired the trawler was over sixty yards off. The jury found a verdict of "Accidental death," and, while expressing sympathy with the relatives of the deceased, exonerated the officers of the *Leda* from all blame.

## Admiral Dewey.

Admiral Dewey's flagship, the *Olympia*, arrived at Naples on 5th ult. The vessel was saluted by the Italian artillery, and the gallant officer received cordially by the population. Soon after his arrival he received a telegram from the Italian Minister of Marine, "saluting the winner of the Battle of Cavite." The warm reception given to Admiral Dewey in Italy is regarded with mixed feeling by the Italian Government, which does not wish to give offence to Spain, a kindred Latin nation. The Spanish Ambassador at Rome protested, against the toasts proposed by General Bogliolo, Admiral Gonzales, and the Prefect of Naples during the reception given to Admiral Dewey at Naples, in which the American victories over Spain were glorified. In consequence of the Ambassador's protest the Government requested General Bogliolo, Admiral Gonzales, and the Prefect to furnish explanations, which the Ambassador has accepted as satisfactory.

Mr. Long, the United States Secretary of the Navy, has telegraphed to Admiral Dewey permission to visit London. As such a step, welcome as it would have been, betokened an official change of opinion, the *Marine* wished to the gallant admiral at Naples, asking him if we might confirm or deny the report, and in the former case, if we might add what his plans were. Admiral Dewey telegraphed:—"Regret cannot visit England. Must arrive New York Oct. 1st."

## French Troubles in China.

PARIS, August 8th. The *Politique Coloniale* states that the events which have occurred at Mong-tse are very serious. The Chinese miners have torn up a French flag, and have pillaged the French Consular office. Mr. Doumer, the Governor-General, has massed two thousand European soldiers and four batteries of Artillery in the neighbourhood of Luokai for the purpose of occupying Mong-tse.

In consequence of the attacks made at Kwang-chau against the French representative, one thousand two hundred men have been landed in order to ensure respect for French rights. Mr. Doumer is said to intend to resign if the Government instructions do not tend towards rapid and decisive action.—*Reuter*.

## THE QUEEN'S SPEECH.

August 9th.—By the prorogation of both Houses until Oct. 27, the fifth Session of the present Parliament came to an end. The Queen's Speech, as read by the Lord Chancellor, was as follows:

*My Lords and Gentlemen,*  
My relations with other Powers continue to be friendly.

The Conference summoned by the Emperor of Russia to consider measures for promoting the maintenance of peace, has completed its sittings. Although the result of its deliberations has not fully corresponded with the lofty aims which it was summoned to accomplish, it has met with a considerable measure of success. The institution of a permanent Tribunal of Arbitration cannot fail to diminish the frequency of war, while the extension of the Geneva Convention will mitigate its horrors.

I have concluded a Convention with the President of the French Republic, by which the spheres of influence of the two Powers over a large portion of Northern Africa have been determined. Such an agreement had become necessary, especially in respect to the Valley of the Nile, in consequence of the successful operations of the Anglo-Egyptian army during last autumn. I have concluded an agreement with the Emperor of Russia for regulating the conditions under which either Government will encourage the development of railway enterprise by its own subjects in China.

I have received a petition from a considerable number of my subjects residing in the South African Republic praying for my assistance to obtain the removal of grievances and disabilities of which they complain. The position of my subjects in the South African Republic is inconsistent with the promises of equal treatment on which my grant of internal independence to that Republic was founded, and the unrest caused thereby is a constant source of danger to the peace and prosperity of my dominions in South Africa. Negotiations on this subject with the Government of the South African Republic have been entered into and are still proceeding.

From my Indian Empire I have continued to receive satisfactory reports of the rapid recovery of agriculture and trade from the depression caused by the late famine; but during the last few weeks the rainfall has been insufficient over a portion of Western and Central India, and has been enhanced as to the prospects of the harvests in those regions. My officers are carefully watching the situation, and timely precautions to meet any scarcity, should it occur, will be adopted. I regret to add that the plague, though still confined to the areas affected last winter, shows no sign of abatement.

*Gentlemen of the House of Commons,*  
I thank you for the liberality with which you have provided for the naval and military defence of my Empire.

*My Lords and Gentlemen,*  
The formal inclusion within my Empire of the territories occupied by the Royal Niger Company, will facilitate the good administration of that region and the effective defence of its frontier.

I have had great satisfaction in giving my assent to a Bill for completing the organisation of Municipal Government in London. I do not doubt that the inhabitants of the various portions of this Metropolis will derive from it the benefits which similar institutions have conferred upon other cities and towns in this country.

I have also gladly sanctioned Bills for the simplification of private legislation in Scotland, for the encouragement of agricultural and technical education in Ireland, for the better distribution of the supply of water in the Metropolis, for the removal of an injustice in regard to the incidence of rates under which the benefited owners of little rent charge have too long suffered, and for securing the purity of certain articles of food and drugs.

I trust that the Bill which you have passed for consolidating the Educational Departments, and extending their powers, will tend to the improvement and completion of our educational system.

The measures you have passed for facilitating the acquisition of the ownership of small houses by those who occupy them will be of considerable advantage to the working classes in many parts of the country.

I pray that the blessing of Almighty God may attend upon the fruit of your labours for the benefit of my people.—*L. & C. G. Ensign*

## DO COLONIES PAY?

A FEW FACTS AND FIGURES.

Our colonies cost the British taxpayer £1,250,000 a year. That is, the colonies cost every person in the United Kingdom 7½d. a year, and in exchange the colonies buy over £2 5s. worth of goods from every person in the kingdom. Is not that a profitable transaction? Now the French colonies are expensive. They cost the patient Frenchman £3,550,000 a year, and they buy less than £15,000,000 of goods from him.

Money has been poured out like water in French Western Africa. Madagascar cost £4,000,000 to conquer, and now £600,000 a year to keep. The fourteen families of settlers in Tonkin cause £1,000,000 a year to be spent on that colony.

Her colonies cost Germany £408,000 a year—£71,000 more than the goods they buy from her. Holland's colonies are cheap at £16,000 per annum, for Portugal's puny lot cost £138,000. Since 1870 the Portuguese colonies have cost the motherland £15,000,000, or £500,000 a year out of a total revenue of £11,000,000.

Spain, too, would be immeasurably better off if she had never colonised. The Cuban revolt cost £60,000,000 before America stepped in. The interest on the Spanish Colonial Debt absorbs £3,800,000 a year.

Since 1862 Italy has spent £14,000,000 in colonisation—for absolutely nothing. Even now the barren strips of land on the Red Sea littoral cost £700,000 a year. Towards the expenses of the Congo State, Belgium pays £80,000 a year, and that unfortunate enterprise is rapidly getting into debt.

To repeat the opening question: Do colonies pay? Yes; if you get the right men to found and manage them. But there is only one man who knows how to colonies and can make colonies pay. His name is John Bull and sons—branches everywhere.

## A UNIQUE LIFE-BUOY.

DESIGNED BY REAR-ADMIRAL HICHBORN.

The Franklin life-buoy, a unique invention of Rear-Admiral Hicbhorn, is now in use, not only on all vessels of the United States Navy, but also to a great extent on the vessels of all considerable naval Powers. Like all other useful inventions, it is simple in principle, being a hollow air-tight, metallic ring, provided with two automatic torches, which make it possible to locate the buoy at night. The torches are so pivoted to the ring that they will lie in the same plane and slowly rotate against the side of the ship when the buoy is not in use; but when it is dropped, they assume, by virtue of the weight of their lower ends, a vertical position in the water thus raising the signals above the surface. Each torch staff is fitted with a chamber at the lower end containing calcium phosphide, a chemical which ignites by contact with the water. When the buoy is dropped, the seals of these chambers are broken automatically, and admission of water permitted, and the gases of combustion ascend and produce a large flame at the top, the combustion being so regulated that there is no danger of over-heating. The flotation of the buoy is sufficient to sustain three men, the central space accommodating one, in a sitting position, supported by a chain which crosses the opening. Generally two of these buoys are hung near the stern, where they can be most easily dropped entirely clear.

## CURE FOR TUBERCULOSIS.

WASHINGTON, August 3rd.

A new remedy for tuberculosis, developed in France, has been reported to the State Department by United States Commercial Agent Atwood at Roubaix. It is a treatment called to the attention of the Academy of Medicine by Dr. Mendal, and consists in the daily injection into the bronchial tubes of essence of eucalyptus thyme and cinnamon, held in solution in olive oil. The oil in descending slowly comes into contact with the walls of the tube and upper lungs. The gas set free saturates the air in the lungs and acts on the mucous membranes. In sixteen cases treated, after one or two weeks there was in all a lessening or complete cessation of the cough or expectoration, as well as a return of sleep, appetite and strength.—*Price Chronicle*.

## Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply c/o This Office.  
Hongkong, 18th August, 1899. [1048]

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED), 57 & 59, QUEEN'S ROAD CENTRAL.

CHEAPEST HOUSE IN THE COLONY. [1269]

## Auctions.

GOVERNMENT NOTIFICATION.  
No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1159a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	S.	E.	W.	ft.	sq. ft.	£	s.
1.	Yau Ma Tei	230	250	660	660	16,000	1,984	1	41 250

GOVERNMENT NOTIFICATION.  
No. 493.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1160a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tai, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	S.	E.	W.	ft.	sq. ft.	£	s.
1.	Mong Kok Tai	320	320	493	493	17,960	1,690	1	41 250

GOVERNMENT NOTIFICATION.  
No. 494.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1161a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	S.	E.	W.	ft.	sq. ft.	£	s.
1.	Queen's Road, East (on the hill side, approached from Ship St.)	60	60	45	45	9,700	37	80	

## Intimations.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT  
REASONABLE PRICES.

Hongkong, 14th May, 1896. [30]

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China,  
LUTGENS, EINSMANN & Co.  
Hongkong, 11th September, 1899. [19]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES," Captain Hall, will be despatched for the above Port, TO-MORROW, the 13th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAK &amp; Co., General Managers.

Hongkong, 11th September, 1899. [1153a]

FOR MANILA.

(Taking Cargo at through Rates for 11,010.)

THE Steamship

"SALVADORA," Captain Goitelo, will be despatched as above on THURSDAY, the 14th instant, at 4 P.M.

For Freight or Passage, apply to BRANDAO &amp; Co., Agents.

Hongkong, 11th September, 1899. [1156a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING," Captain S. Nelson, will be despatched for the above Ports, on SATURDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, 11th September, 1899. [1158a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1899. [1151a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG," Captain Underbridge, will be despatched as above on SUNDAY, the 17th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th September, 1899. [1155a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th September, 1899. [1146a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AIRLIE," Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON," Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th September, 1899. [1148a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at intervals of 2 weeks.

For Freight, apply to DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 7th September, 1899. [1141a]

## Shipping.

## STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.



